BookletChart™

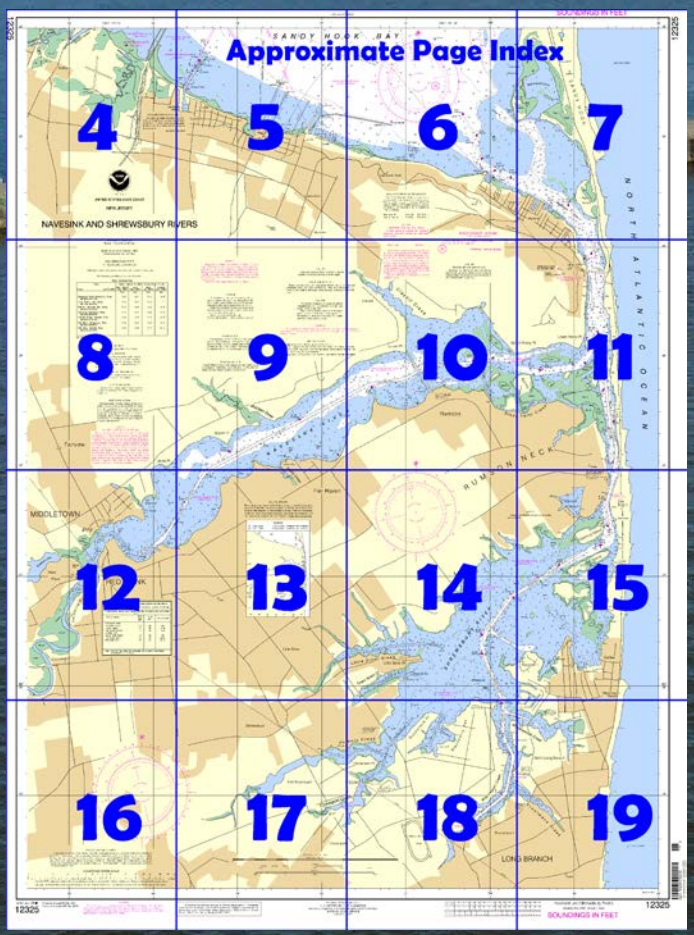
Navesink and Shrewsbury Rivers

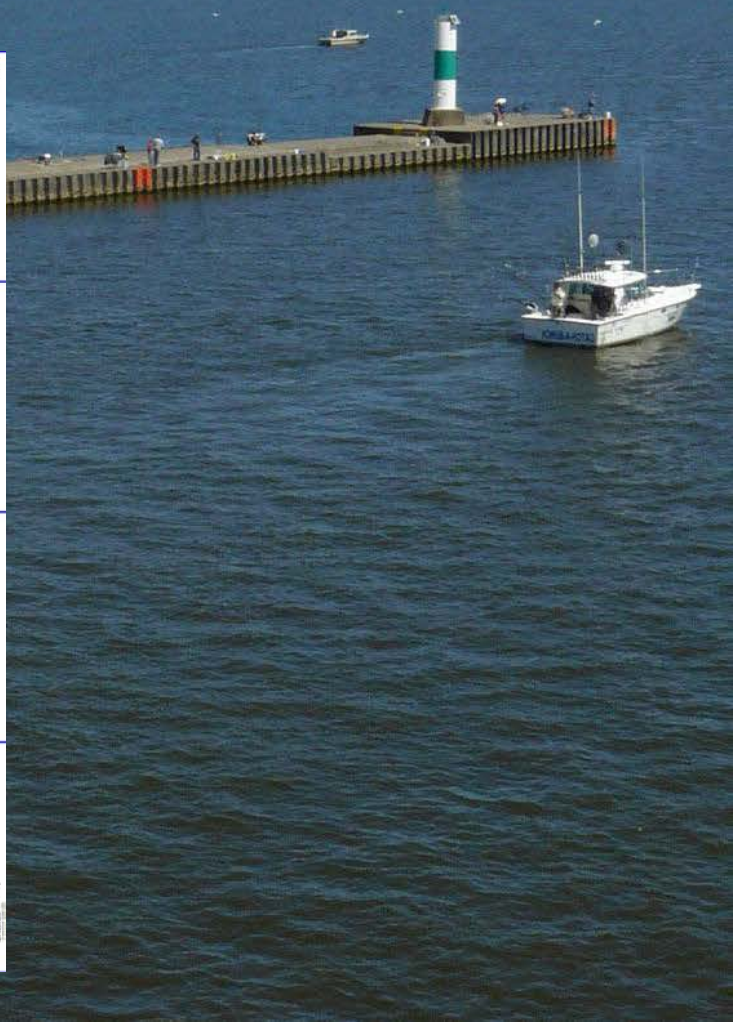
NOAA Chart 12325

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.

- *Complete, reduced-scale nautical chart*
- *Print at home for free*
- *Convenient size*
- *Up-to-date with Notices to Mariners*
- *Compiled by NOAA's Office of Coast Survey, the nation's chartmaker*





Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=12325

(Selected Excerpts from Coast Pilot)
Shrewsbury River and **Navesink River** empty through a common entrance into the southern extremity of Sandy Hook Bay eastward of the Highlands of Navesink.
A Federal project provides depths of 12 feet from Sandy Hook Bay to a point just above the bascule bridge at Highlands, thence 9 feet in Shrewsbury River to the Branchport Avenue Bridge at Long Branch, about 7.4 miles above the mouth. The Navesink River has a project depth of 6 feet from where it connects with the Shrewsbury River to the head of the project at Red Bank, about 4.9 miles above the mouth. (See Notice to Mariners and the latest editions of charts for controlling depths.)
Caution.–All submarine cables within the area in about 40°24'12"N., 73°59'00"W., in Shrewsbury River have been abandoned. Mariners are cautioned that the cables remain in place.
No-Discharge Zone.–The State of New Jersey, with the approval of the Environmental Protection Agency, has established a No-Discharge Zone (NDZ) in the waters of the Shrewsbury and Navesink Rivers. The NDZ extends south from the Highlands/Route 36 Bridge and covers all waters of the Shrewsbury and Navesink Rivers (see chart for limits).
Within the NDZ, discharge of sewage, whether treated or untreated, from all vessels is prohibited. Outside the NDZ, discharge of sewage is regulated by **40 CFR 140** (see chapter 2).
Currents.–At Highlands bridge, the currents have a velocity of about 2.6 knots. At Sea Bright bridge the velocity is about 1.6 knots.
Ice.–Navigation in Shrewsbury and Navesink Rivers is generally suspended because of ice from December to March, inclusive.
Supplies.–Gasoline, lubricants, marine supplies, and provisions can be obtained at most of the towns along the shores of the Shrewsbury and Navesink Rivers.
Communications.–Railroad, ferry, or bus connects with New York to points on the New Jersey coast.
Highlands is a summer resort on the west side of Shrewsbury River 1.5 miles inside the entrance. There are good small-craft facilities here. (See the small-craft facilities tabulation on chart 12324 for services and supplies available.)
The railroad bridge across Shrewsbury River at Highlands is in ruins; caution is advised. In 2010, the State Route 36 highway bridge (Highlands Bridge) 100 yards above the railroad bridge had been removed and a fixed bridge with a design clearance of 65 feet was under construction to replace the bascule bridge. The fender system from the center pier of the railroad bridge to the east side of the highway bascule opening is continuous. The east side of the river northward of the bridge and the west side 0.3 mile southward of the bridges are used as anchorages for small craft.
Caution.–Caution should be exercised at the junction of the Shrewsbury and Navesink Rivers, about 0.6 mile southward of the State Route 36 highway bridge at Highlands, to avoid the submerged stone jetty. Craft entering Navesink River should pass westward of the lighted junction buoy. The submerged jetty is marked by three seasonal buoys.
The State Route 520 highway bridge (Sea Bright Bridge) over Shrewsbury River between **Rumson** and **Sea Bright** has a bascule span with a clearance of 15 feet at the abutment. (See **117.1 through 117.59 and 117.755**, chapter 2, for drawbridge regulations.)
Small-craft facilities.–There are numerous small-craft facilities at Sea Bright. (See the small-craft facilities tabulation on chart 12324 for services and supplies available.)
Pleasure Bay, at the southeast end of Shrewsbury River, is crossed by a fixed highway bridge with a clearance of 25 feet. **Branchport** is a small town on the east side of Pleasure Bay at the head of navigation.
Small-craft facilities.–There are numerous small-craft facilities in Pleasure Bay. (See the small-craft facilities tabulation on chart 12324 for services and supplies available.)
The privately dredged and marked channels in **Little Silver Creek**, **Town Creek**, **Oceanport Creek**, **Parker Creek**, and **Blackberry Creek** had controlling depths of about 5 feet in 1965-67.
A fixed highway bridge with a clearance of 24 feet crosses the westerly part of Shrewsbury River, just eastward of its junction with Parker and Oceanport Creeks.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC Norfolk	Commander 5th CG District Norfolk, VA	(575) 398-6231

Table of Selected Chart Notes

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilots 2 and 3. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 1st Coast Guard District in Boston, Massachusetts or at the Office of the District Engineer, Corps of Engineers in New York, New York.

Refer to charted regulation section numbers.

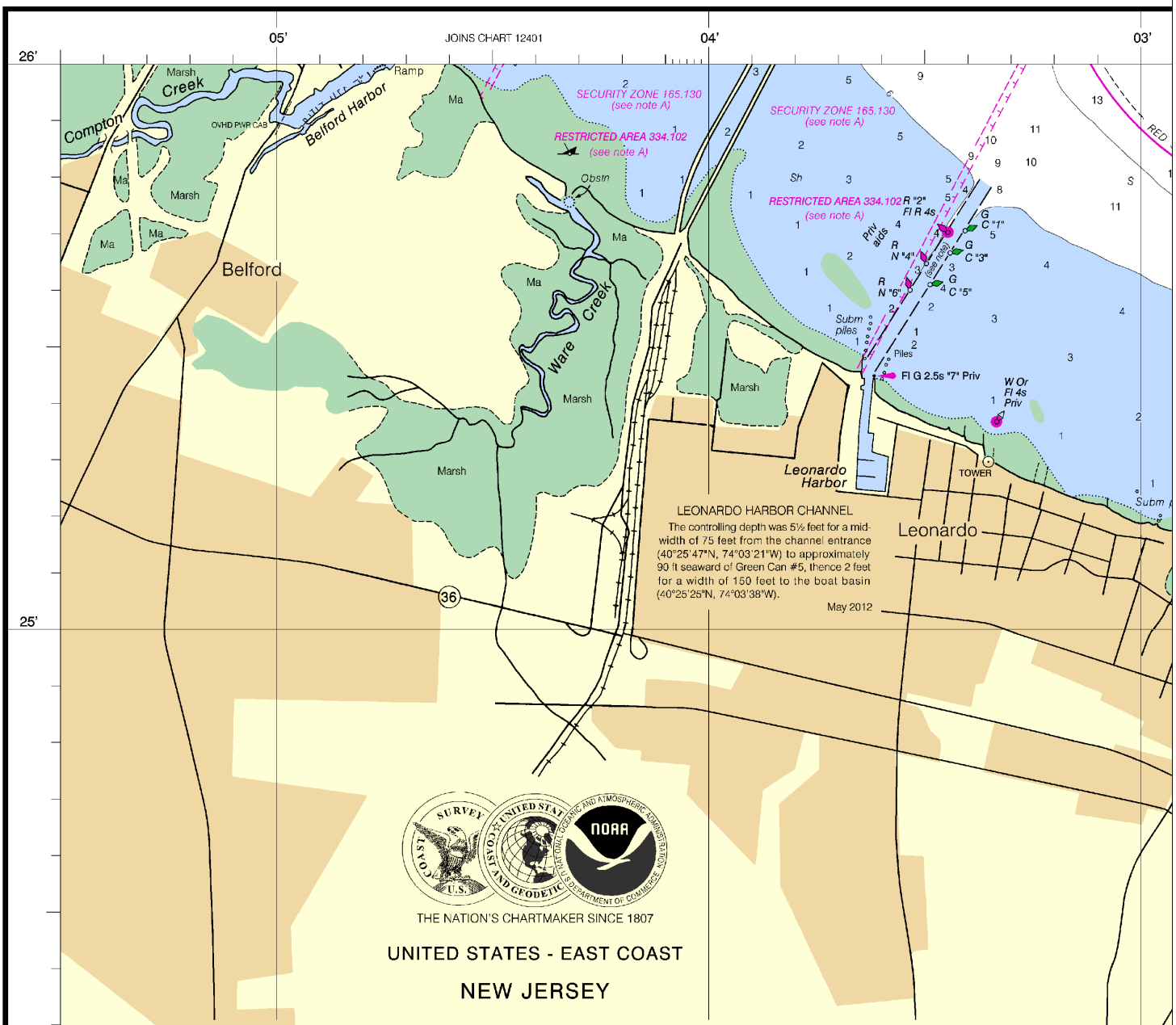
TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Atlantic Highlands	(40°25'N/74°02'W)	5.2	4.9	0.2
Highlands, Shrewsbury River	(40°24'N/73°59'W)	4.7	4.4	0.2
Sea Bright, Shrewsbury River	(40°22'N/73°59'W)	3.6	3.3	0.2
Gooseneck Point, Shrewsbury River	(40°20'N/74°01'W)	3.0	2.7	0.1
Oceanic Bridge, Navesink River	(40°23'N/74°01'W)	3.8	3.5	0.1
Red Bank, Navesink River	(40°21'N/74°04'W)	3.9	3.6	0.1
Long Branch	(40°18'N/73°59'W)	4.9	4.6	0.2

Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov.

(Aug 2008)

SOUNDINGS IN FEET



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST

NEW JERSEY

NAVESINK AND SHREWSBURY RIVERS

Mercator Projection
Scale 1:15,000 at Lat. 40°22'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

For Symbols and Abbreviations see Chart No. 1

Additional information can be obtained at nauticalcharts.noaa.gov.

TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Atlantic Highlands			4.9	0.2
Highlands, Shrewsbury River			4.4	0.2

Joins page 8

AIDS TO NAVIGATION
Consult U.S. Coast Guard Ligh
supplemental information concernir
navigation.

CAUTION
Temporary changes or defects
navigation are not indicated on this c
Local Notice to Mariners.

4

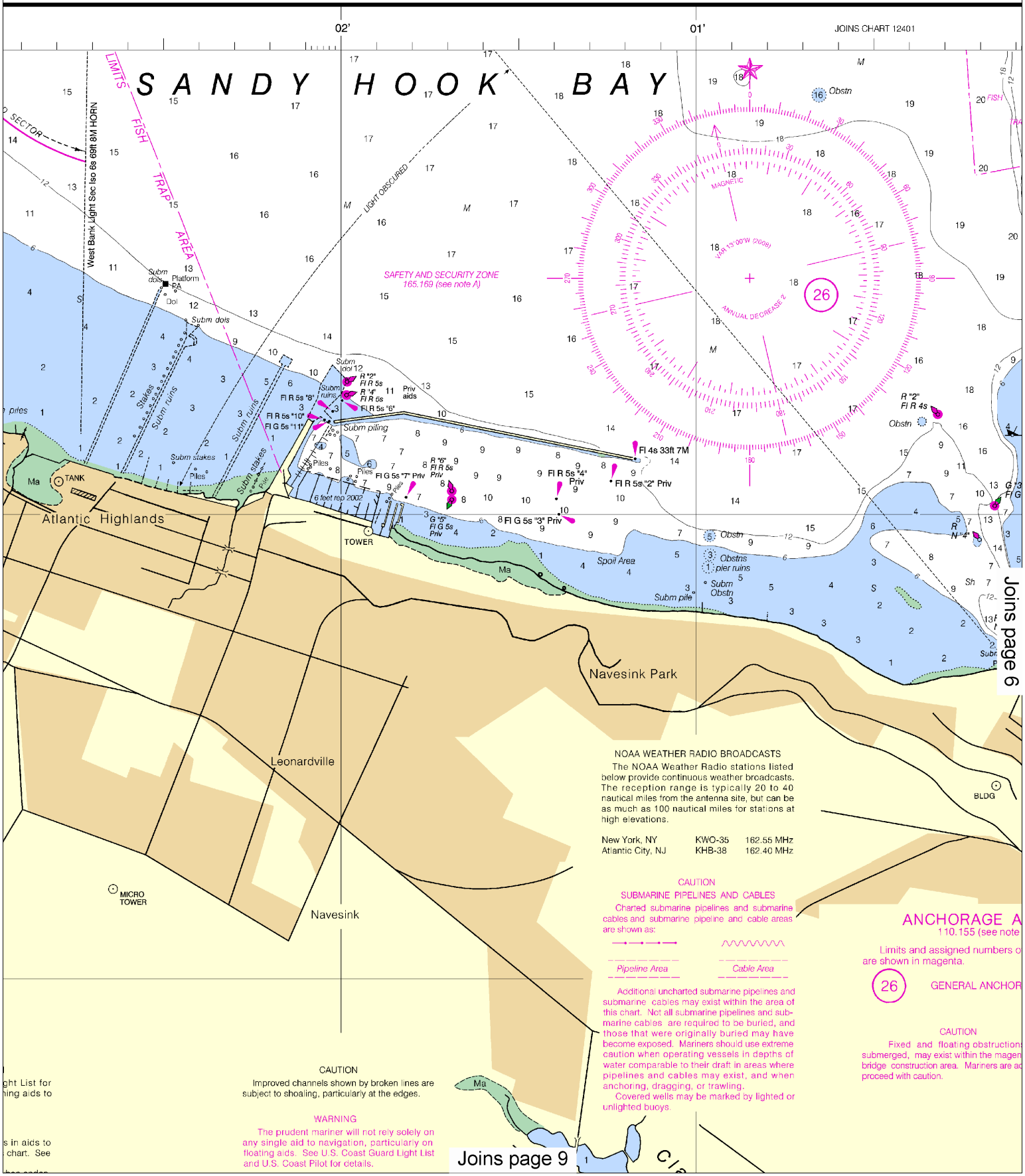
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:15,000~~

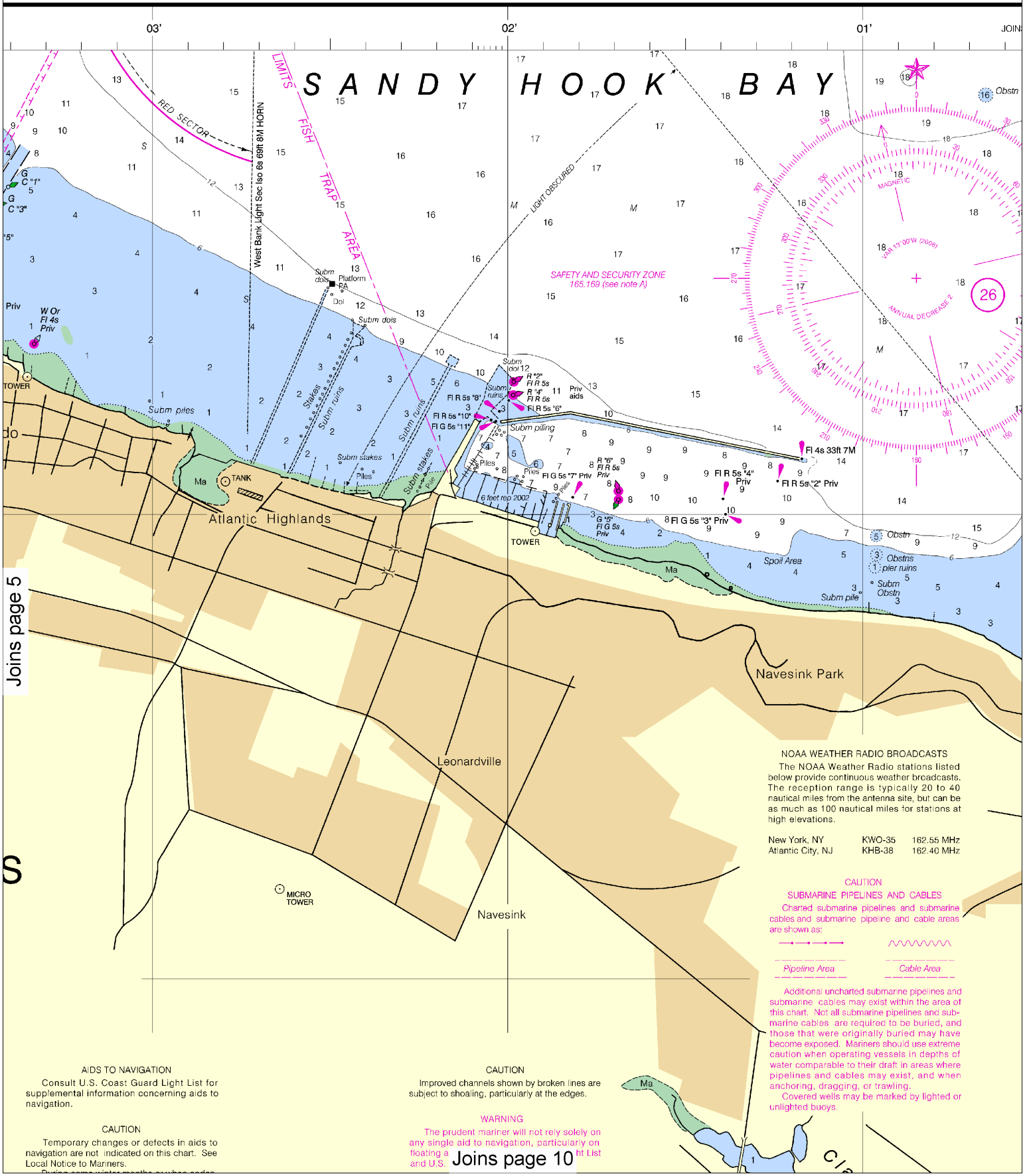
See Note on page 5.

Nautical Miles
0 1

Yards
500 0 500 1000 1500



This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:20000. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

New York, NY	KWO-35	162.55 MHz
Atlantic City, NJ	KHB-38	162.40 MHz

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area — Cable Area

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating a ht List and U.S.

Printed at reduced scale. ~~SCALE 1:15,000~~ See Note on page 5.

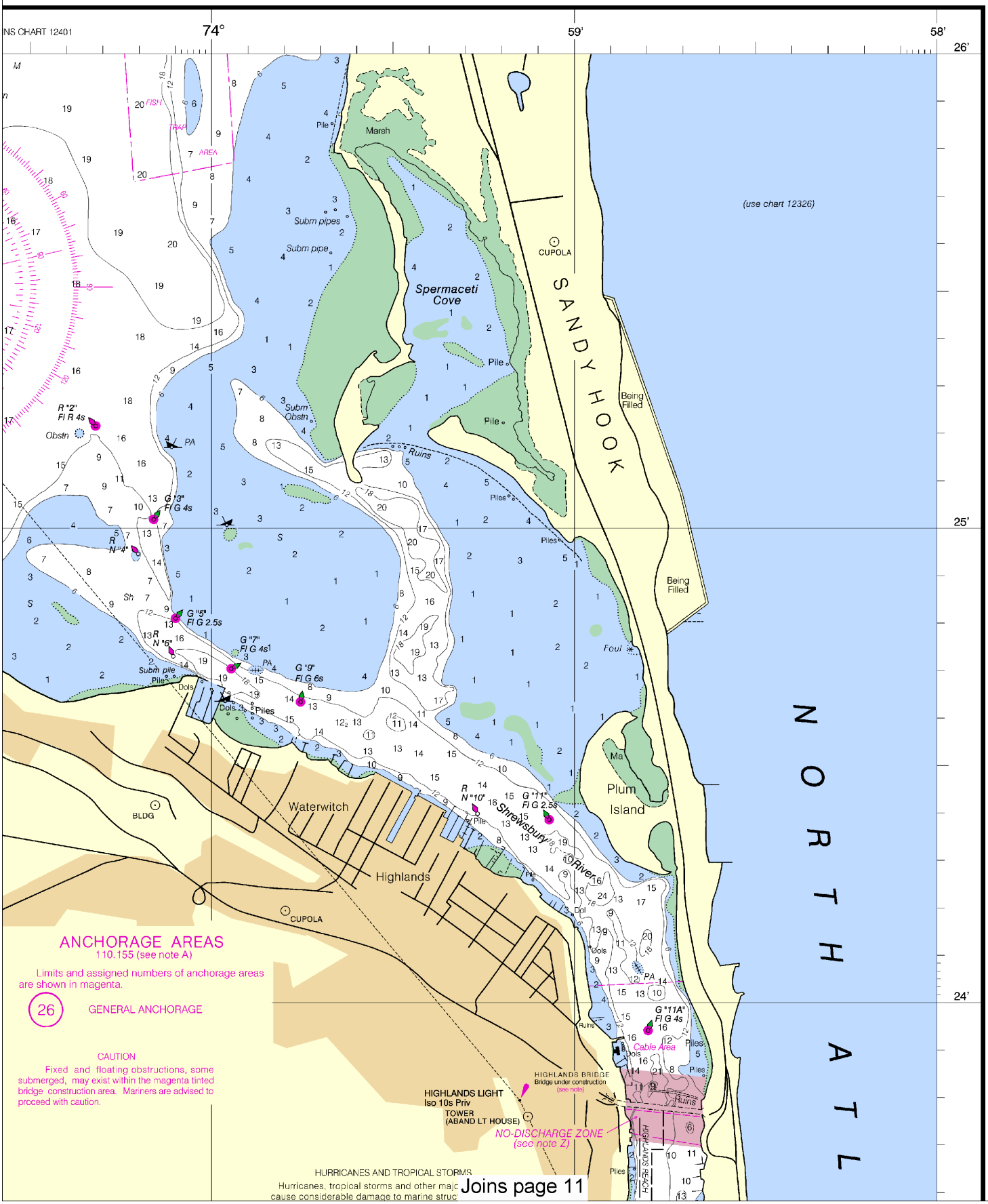
Nautical Miles

0 1

Yards

500 0 500 1000 1500

Note: Chart grid lines are aligned with true north.



Joins page 11

This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 5112 12/18/2012,
NGA Weekly Notice to Mariners: 5212 12/29/2012,
Canadian Coast Guard Notice to Mariners: 1112 11/30/2012.

NAVESINK AND S[Joins page 4]SBURY RIVERS

Mercator Projection
Scale 1:15,000 at Lat. 40°22'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

For Symbols and Abbreviations see Chart No. 1

Additional information can be obtained at nauticalcharts.noaa.gov.

TIDAL INFORMATION

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		feet	feet	feet
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Oceanic Bridge, Navesink River	(40°23'N/74°01'W)	3.8	3.5	0.1
Red Bank, Navesink River	(40°21'N/74°04'W)	3.9	3.6	0.1
Long Branch	(40°18'N/73°59'W)	4.9	4.6	0.2

Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov.

(Aug 2008)

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard, and National Geospatial-Intelligence Agency.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilots 2 and 3 for important supplemental information.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilots 2 and 3. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 1st Coast Guard District in Boston, Massachusetts or at the Office of the District Engineer, Corps of Engineers in New York, New York.

Refer to charted regulation section numbers.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.401" northward and 1.500" eastward to agree with this chart.

NOTE Z
NO-DISCHARGE ZONE, 40 CFR 140

Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Ligh
supplemental information concernin
navigation.

CAUTION

Temporary changes or defects
navigation are not indicated on this c
Local Notice to Mariners.
During some winter months or wh
gered by ice, certain aids to naviga
replaced by other types or removed. F
see U.S. Coast Guard Light List.

CAUTION

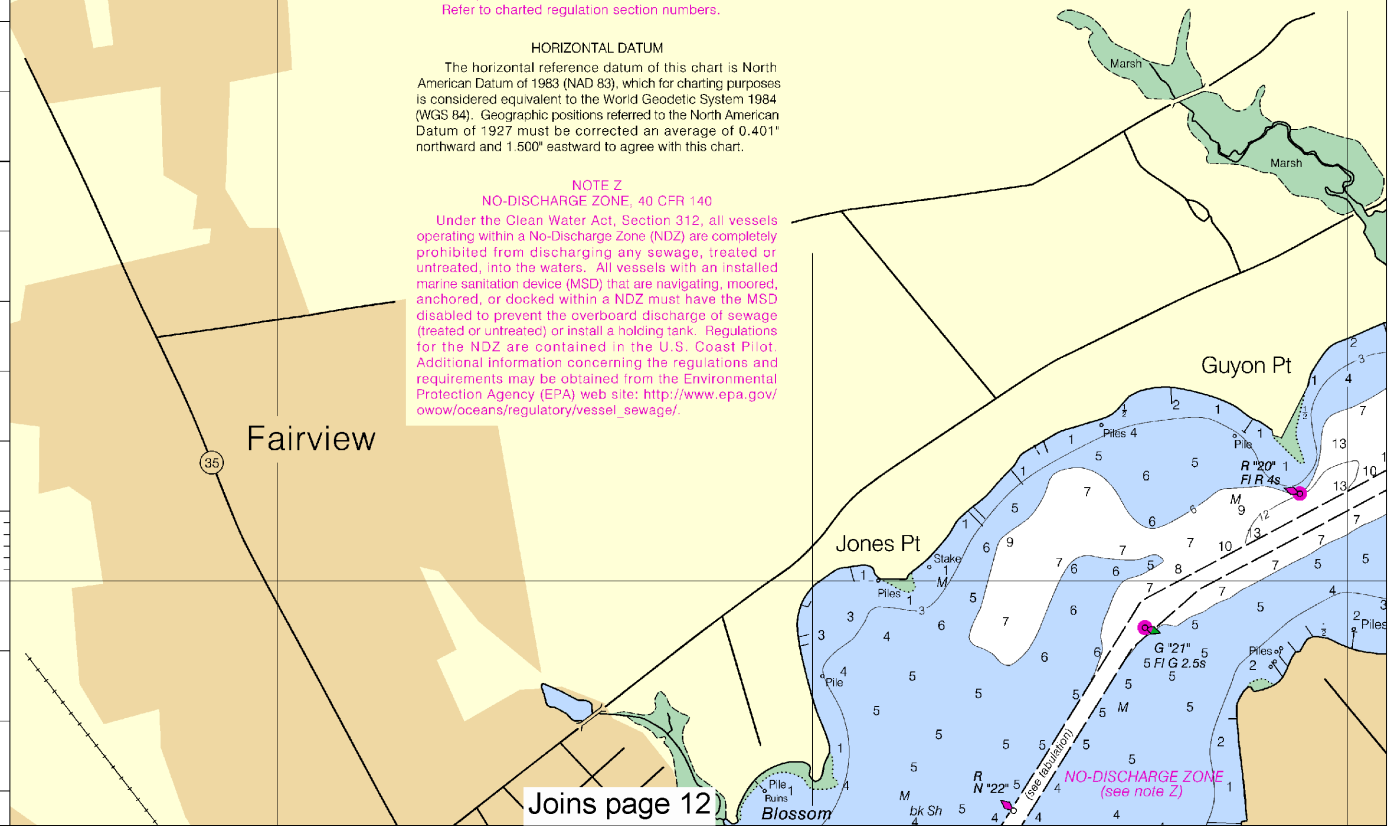
Limitations on the use of radio s
aids to marine navigation can be fou
U.S. Coast Guard Light Lists and
Geospatial-Intelligence Agency Publica
Radio direction-finder bearings to c
broadcasting stations are subject to
should be used with caution.
Station positions are shown thus:
⊙(Accurate location) o(Approximat

RACING BUOYS

Racing buoys within the limits of t
are not shown hereon. Information
obtained from the U.S. Coast Guar
Offices as racing and other private b
not all listed in the U.S. Coast Guard L

RADAR REFLECTORS

Radar reflectors have been placed
floating aids to navigation. Individ
reflector identification on these aids
omitted from this chart.



Joins page 12

8

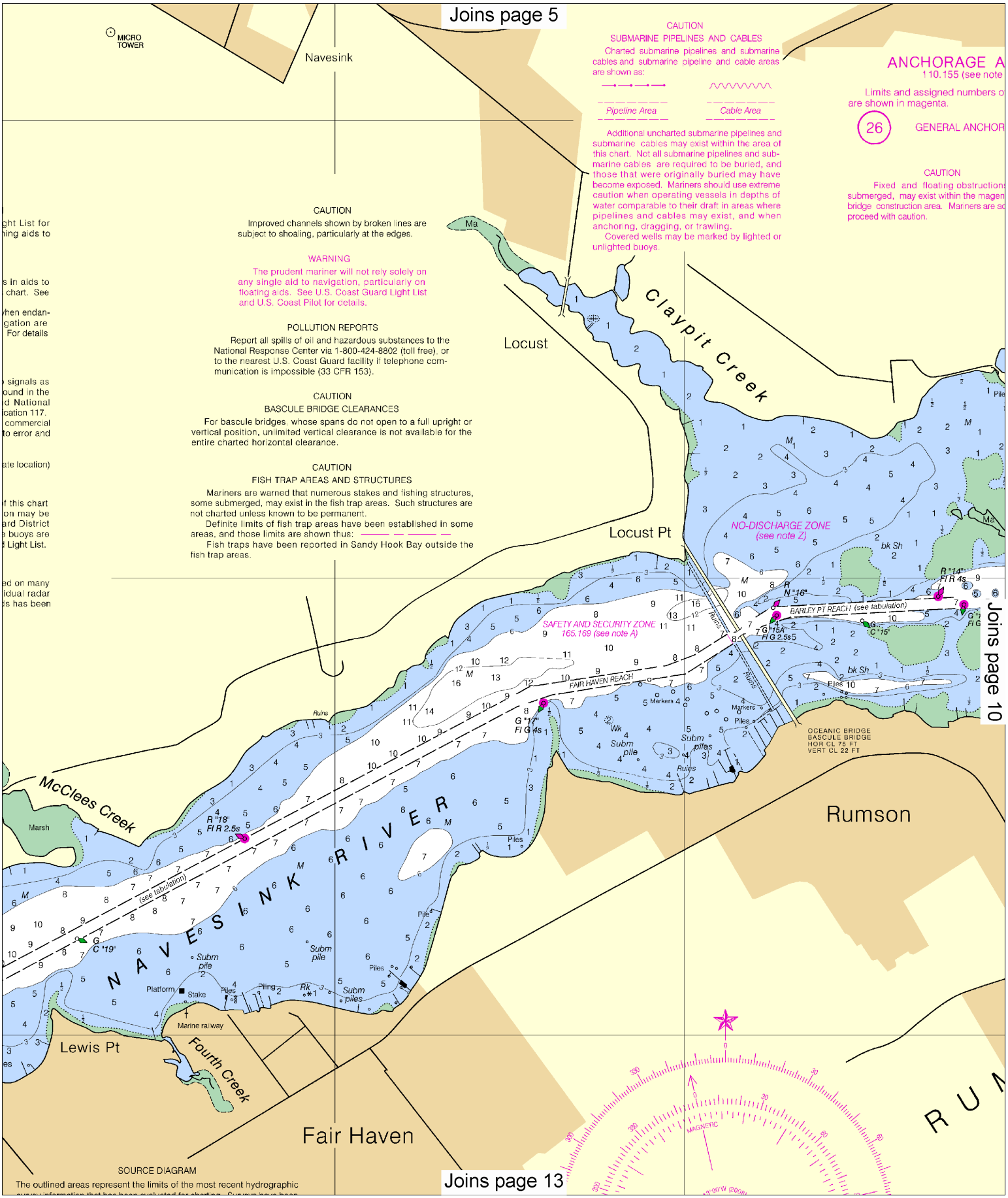
Note: Chart grid lines are aligned with true north.

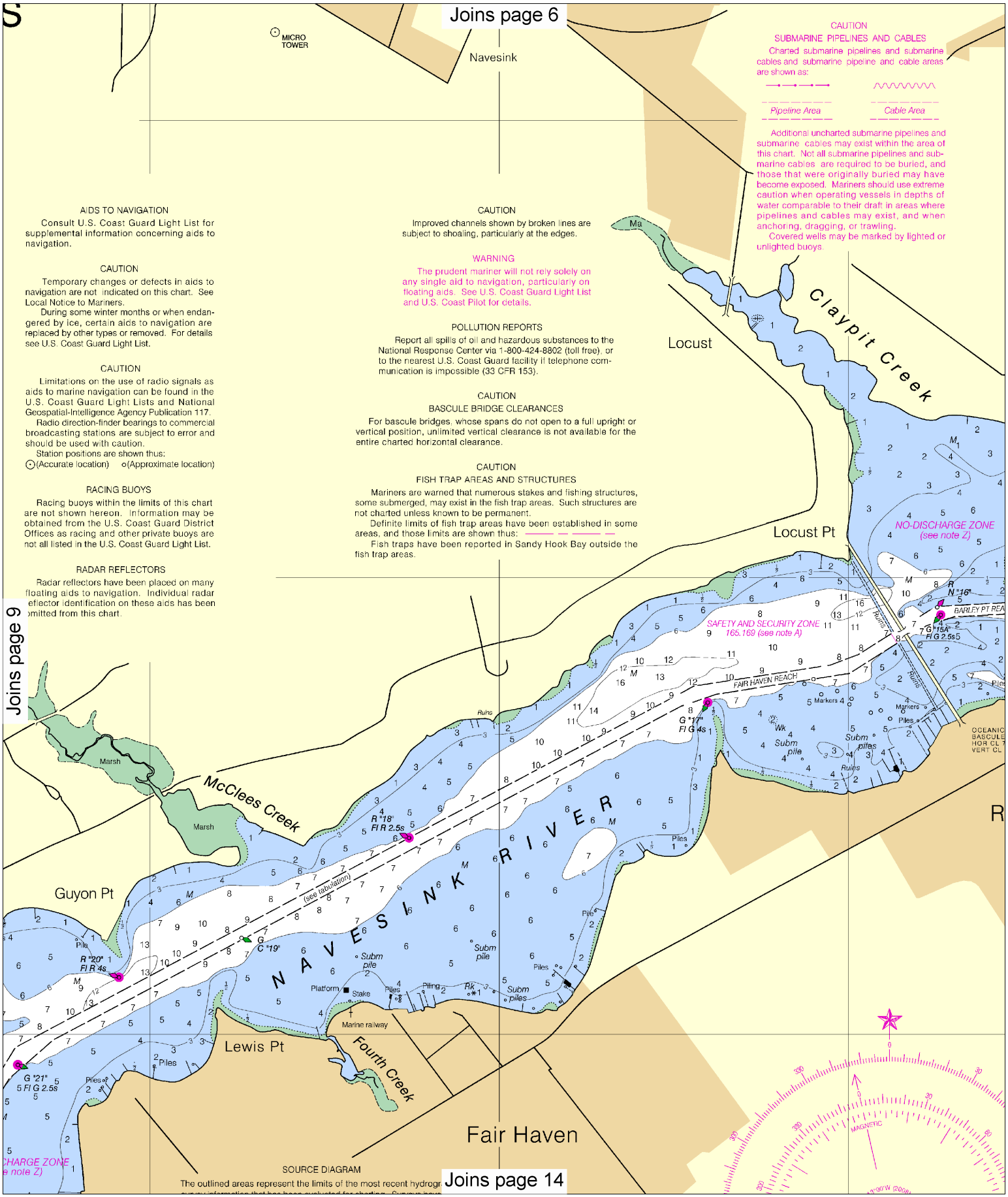
Printed at reduced scale. ~~SCALE 1:15,000~~

Nautical Miles
0 1

Yards
500 0 500 1000 1500

See Note on page 5.


Joins page 5
MICRO TOWER
Navesink
CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:
Pipeline Area
Cable Area
Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.
Covered wells may be marked by lighted or unlighted buoys.
ANCHORAGE A
110.155 (see note
Limits and assigned numbers o
are shown in magenta.
26
GENERAL ANCHOR
CAUTION
Fixed and floating obstruction
submerged, may exist within the magen
bridge construction area. Mariners are ac
proceed with caution.
CAUTION
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.
WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.
POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).
CAUTION
BASCULE BRIDGE CLEARANCES
For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.
CAUTION
FISH TRAP AREAS AND STRUCTURES
Mariners are warned that numerous stakes and fishing structures, some submerged, may exist in the fish trap areas. Such structures are not charted unless known to be permanent.
Definite limits of fish trap areas have been established in some areas, and those limits are shown thus:
Fish traps have been reported in Sandy Hook Bay outside the fish trap areas.
Locust
Claypit Creek
Locust Pt
NO-DISCHARGE ZONE
(see note Z)
SAFETY AND SECURITY ZONE
165.169 (see note A)
BARLEY PT REACH (see tabulation)
FAIR HAVEN REACH
Ruins
OCEANIC BRIDGE
BASCULE BRIDGE
HOR CL 75 FT
VERT CL 22 FT
Joins page 10
Rumson
McClees Creek
Marsh
NAVESINK RIVER
(see tabulation)
Platform
Stake
Piling
Marine railway
Lewis Pt
Fourth Creek
Fair Haven
SOURCE DIAGRAM
The outlined areas represent the limits of the most recent hydrographic
Joins page 13
MAGNETIC



Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:15,000~~

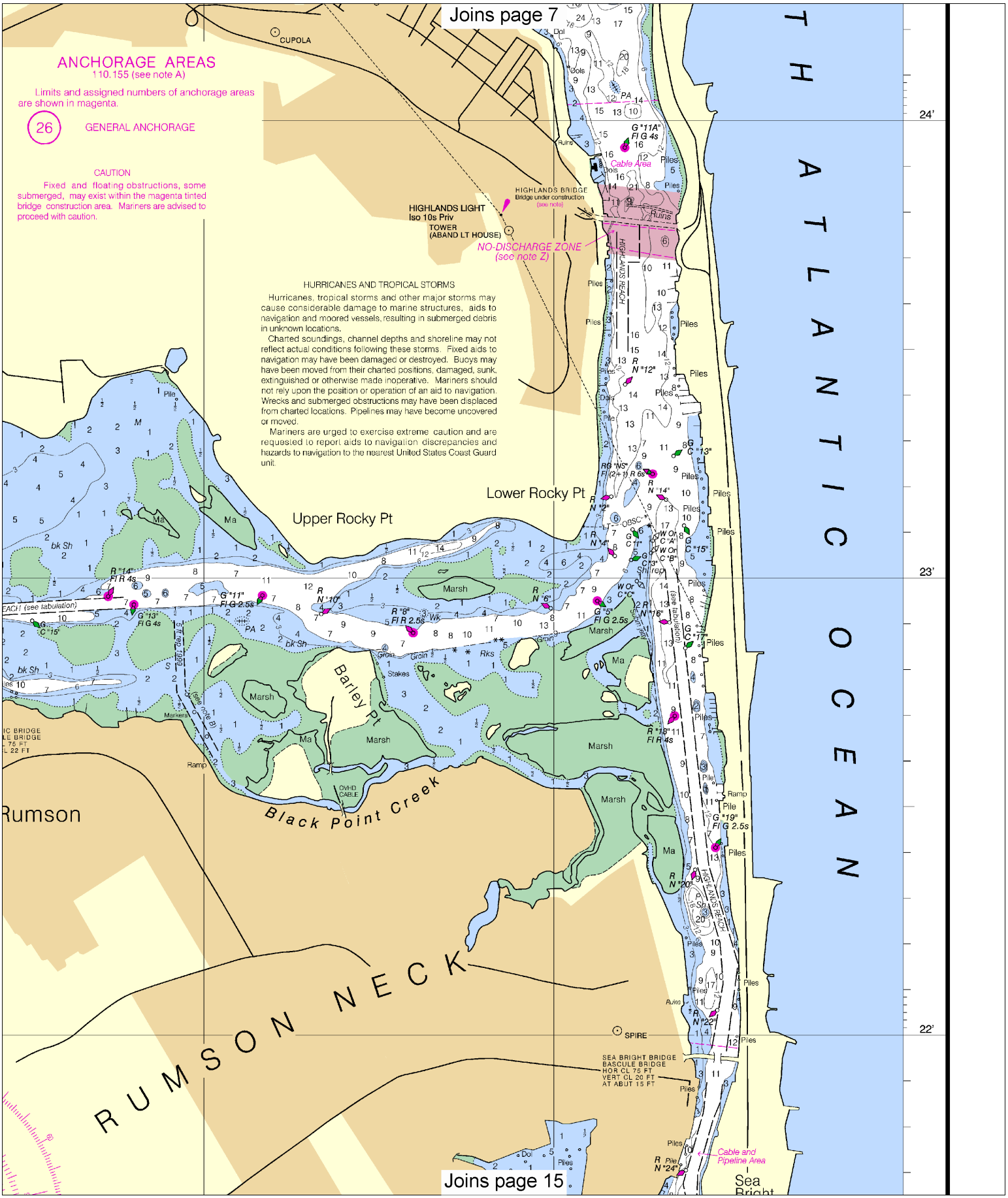
Nautical Miles

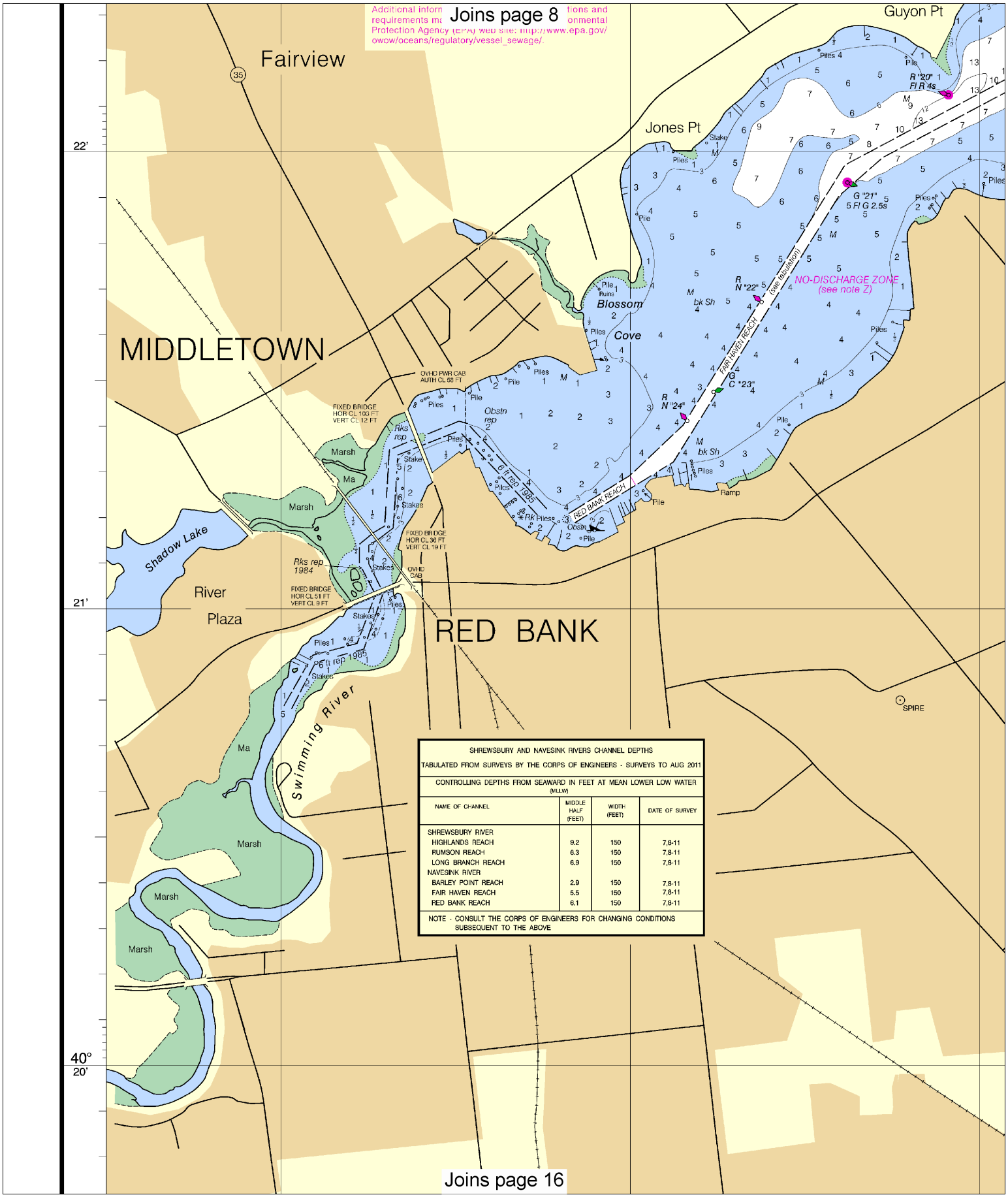
0 1

Yards

500 0 500 1000 1500

See Note on page 5.


Joins page 7
ANCHORAGE AREAS
110.155 (see note A)
Limits and assigned numbers of anchorage areas are shown in magenta.
26
GENERAL ANCHORAGE
CAUTION
Fixed and floating obstructions, some submerged, may exist within the magenta tinted bridge construction area. Mariners are advised to proceed with caution.
CUPOLA
HIGHLANDS LIGHT
Iso 10s Priv
TOWER
(ABAND LT HOUSE)
HIGHLANDS BRIDGE
Bridge under construction
(see note)
NO-DISCHARGE ZONE
(see note Z)
HURRICANES AND TROPICAL STORMS
Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.
Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.
Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.
Lower Rocky Pt
Upper Rocky Pt
Barley Pt
Black Point Creek
Rumson
RUMSON NECK
ATLANTIC OCEAN
SPIRE
SEA BRIGHT BRIDGE
BASCULE BRIDGE
HOR CL 75 FT
VERT CL 20 FT
AT ABUT 15 FT
Cable and Pipeline Area
Sea Bright
Joins page 15
24'
23'
22'



SHREWSBURY AND NAVESINK RIVERS CHANNEL DEPTHS

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO AUG 2011

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)

NAME OF CHANNEL	MIDDLE HALF (FEET)	WIDTH (FEET)	DATE OF SURVEY
SHREWSBURY RIVER			
HIGHLANDS REACH	9.2	150	7,8-11
RUMSON REACH	6.3	150	7,8-11
LONG BRANCH REACH	6.9	150	7,8-11
NAVESINK RIVER			
BARLEY POINT REACH	2.9	150	7,8-11
FAIR HAVEN REACH	5.5	150	7,8-11
RED BANK REACH	6.1	150	7,8-11

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGING CONDITIONS SUBSEQUENT TO THE ABOVE

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:15,000~~

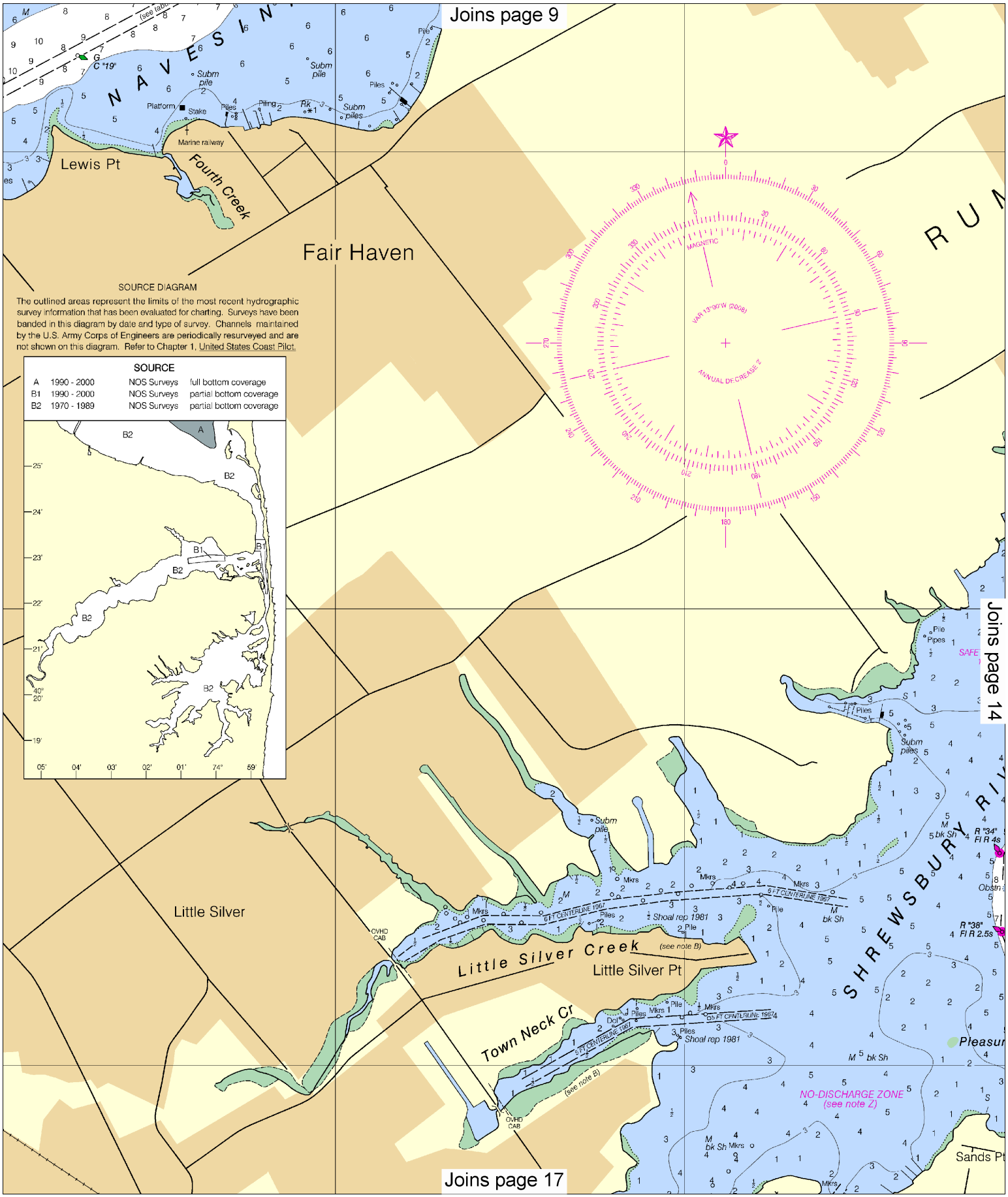
Nautical Miles

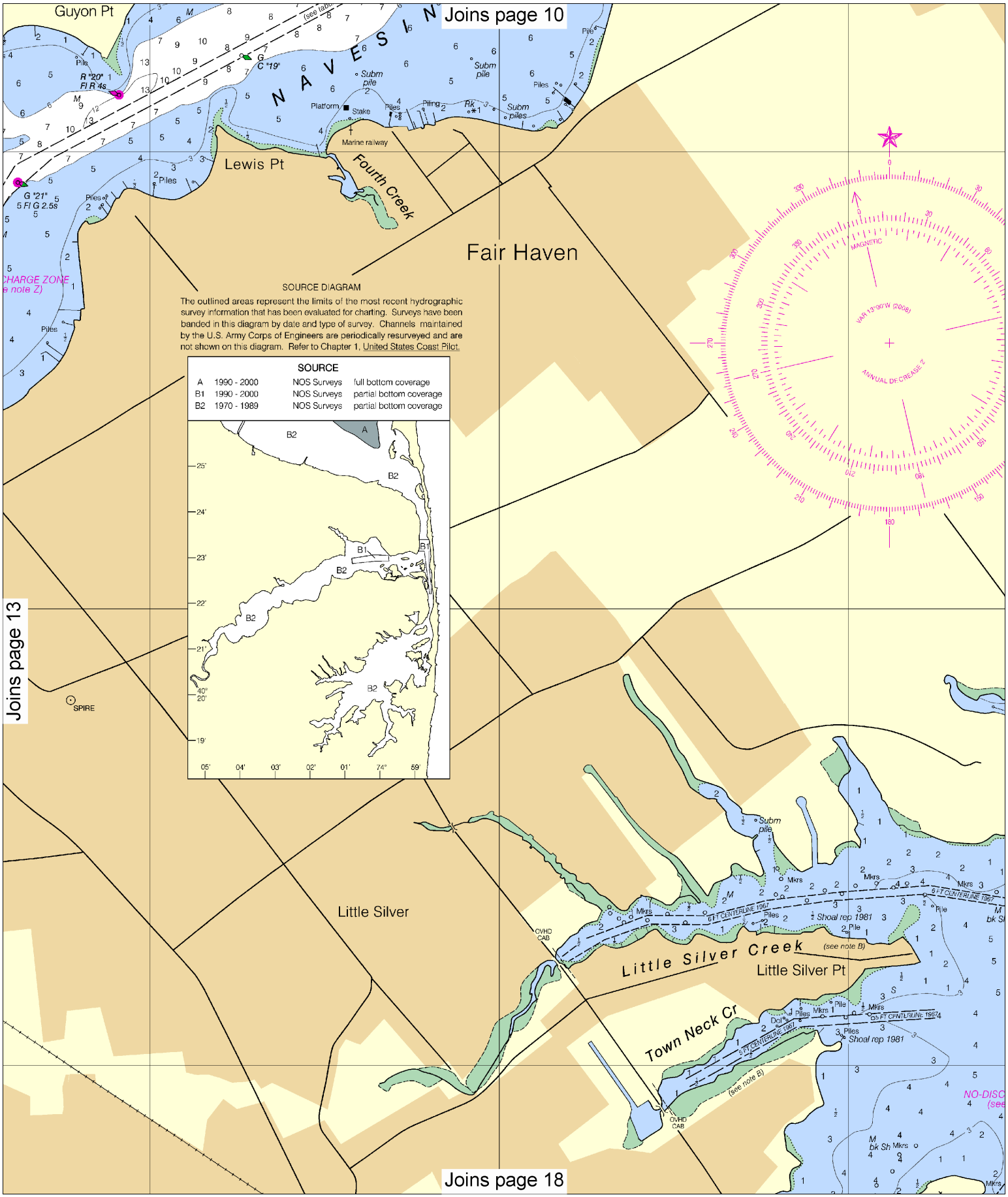
0 1

Yards

500 0 500 1000 1500

See Note on page 5.


Joins page 9
NAVESINK
Lewis Pt
Fourth Creek
Fair Haven
Marine railway
Platform
Stake
Piling
Rk
Subm pile
Subm piles
Piles
Pile
SOURCE DIAGRAM
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.
SOURCE
A 1990 - 2000 NOS Surveys full bottom coverage
B1 1990 - 2000 NOS Surveys partial bottom coverage
B2 1970 - 1989 NOS Surveys partial bottom coverage
A
B1
B2
25'
24'
23'
22'
21'
40° 20'
19'
05'
04'
03'
02'
01'
74°
59'
MAGNETIC
VAR 13°00'W (2006)
ANNUAL DECREASE 2'
Joins page 14
Little Silver
Little Silver Creek
(see note B)
Little Silver Pt
Town Neck Cr
Shoal rep 1981
OVHD CAB
61 FT CENTERLINE 1967
55 FT CENTERLINE 1967
55 FT CENTERLINE 1974
SHREWSBURY R
bk Sh
R "34" Fl R 4s
R "38" Fl R 2.5s
NO-DISCHARGE ZONE
(see note Z)
Sands Pt
Joins page 17



Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:15,000~~

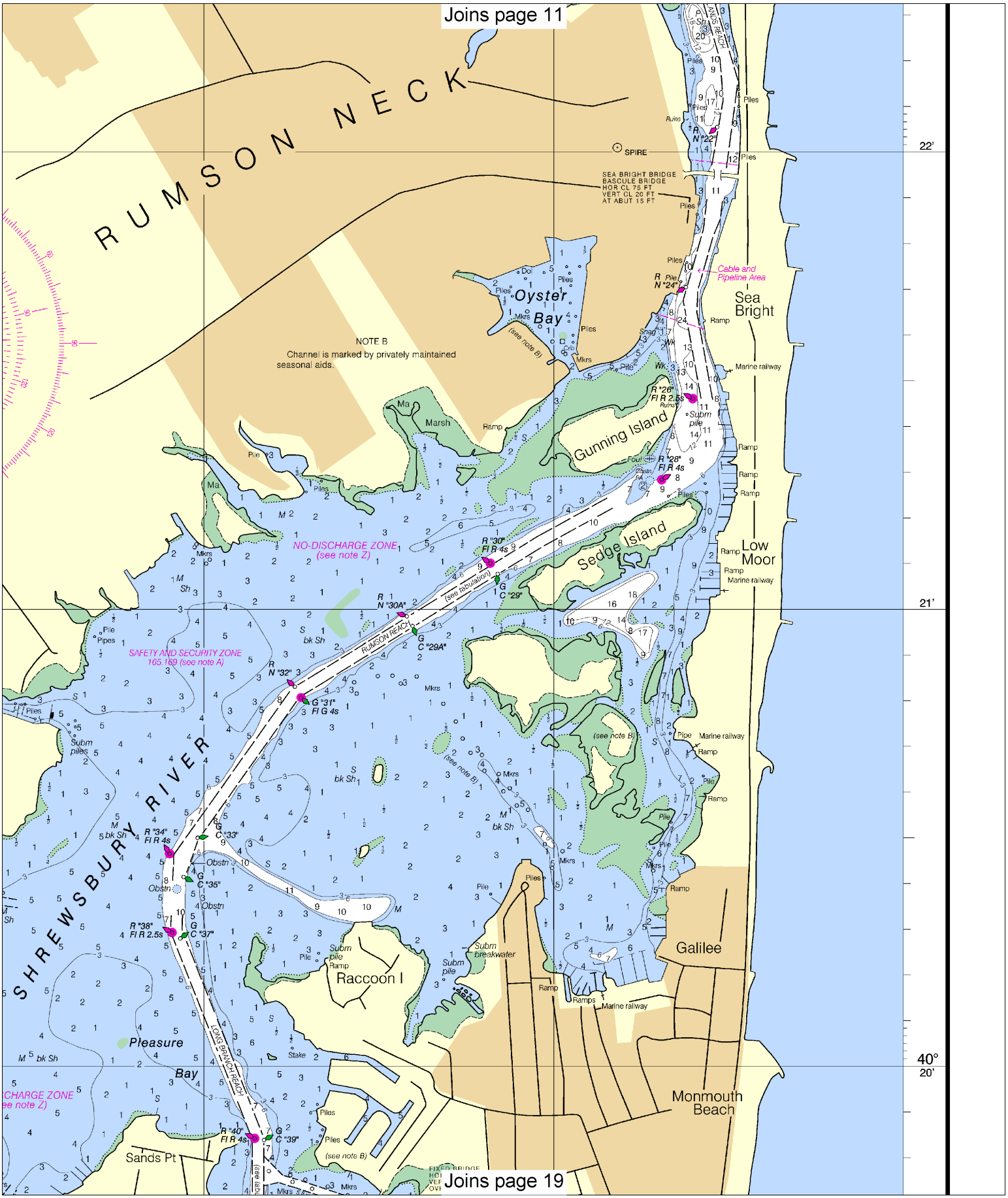
Nautical Miles

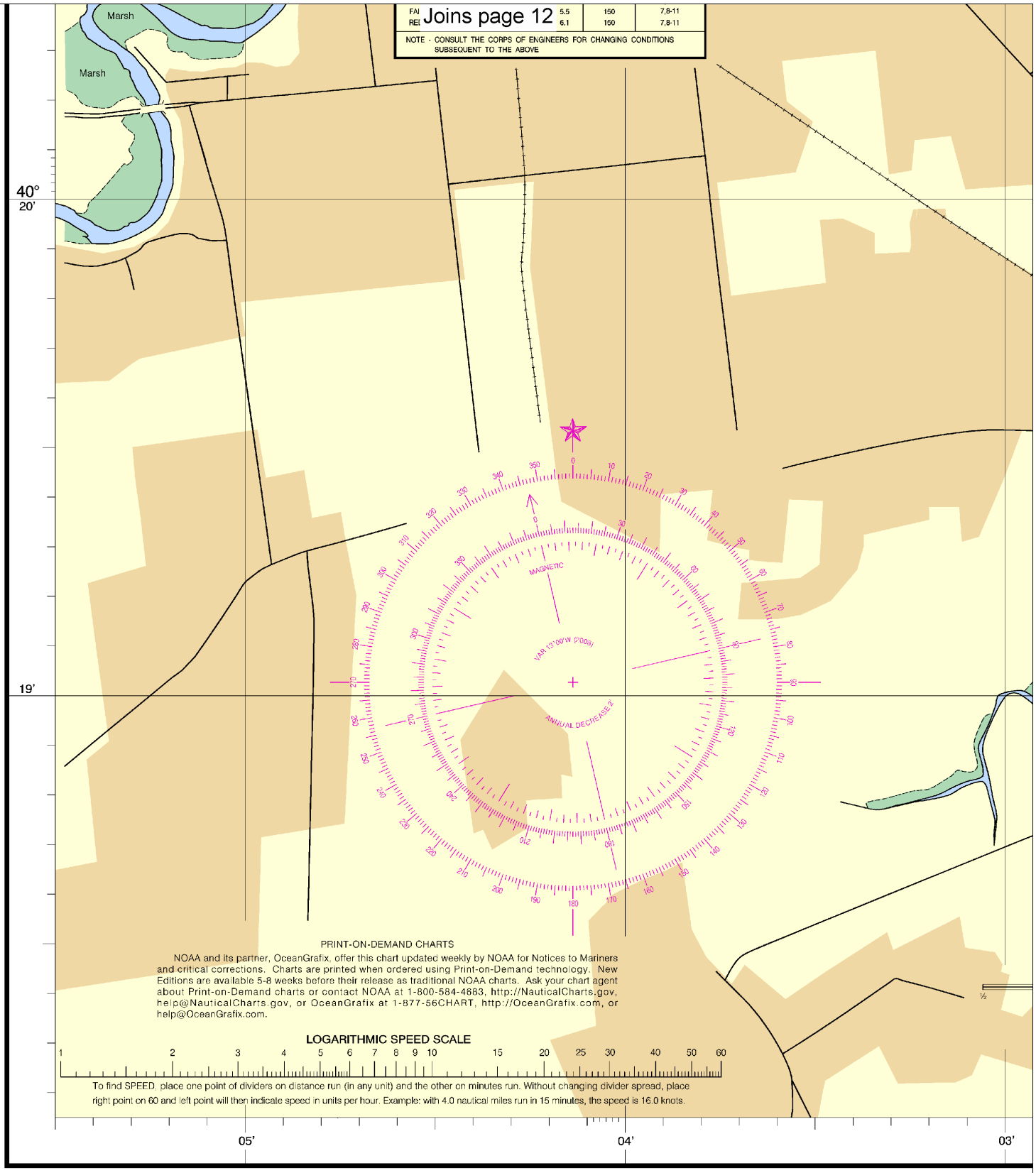
0 1

Yards

500 0 500 1000 1500

See Note on page 5.


Joins page 11
RUMSON NECK
SPIRE
SEA BRIGHT BRIDGE
BASCULE BRIDGE
HOR CL 75 FT
VERT CL 20 FT
AT ABUT 15 FT
Oyster Bay
NOTE B
Channel is marked by privately maintained seasonal aids.
Cable and Pipeline Area
Sea Bright
Gunning Island
Sedge Island
Low Moor
NO-DISCHARGE ZONE (see note Z)
SAFETY AND SECURITY ZONE 165.169 (see note A)
RUMSON REACH
SHREWSBURY RIVER
LONG BRANCH REACH
Raccoon I
Galilee
Pleasure Bay
Monmouth Beach
Sands Pt
Joins page 19
22'
21'
40°
20'



4th Ed., Oct. / 08 ■ Corrected through NM Oct. 4/08
Corrected through LNM Sep. 30/08

12325

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

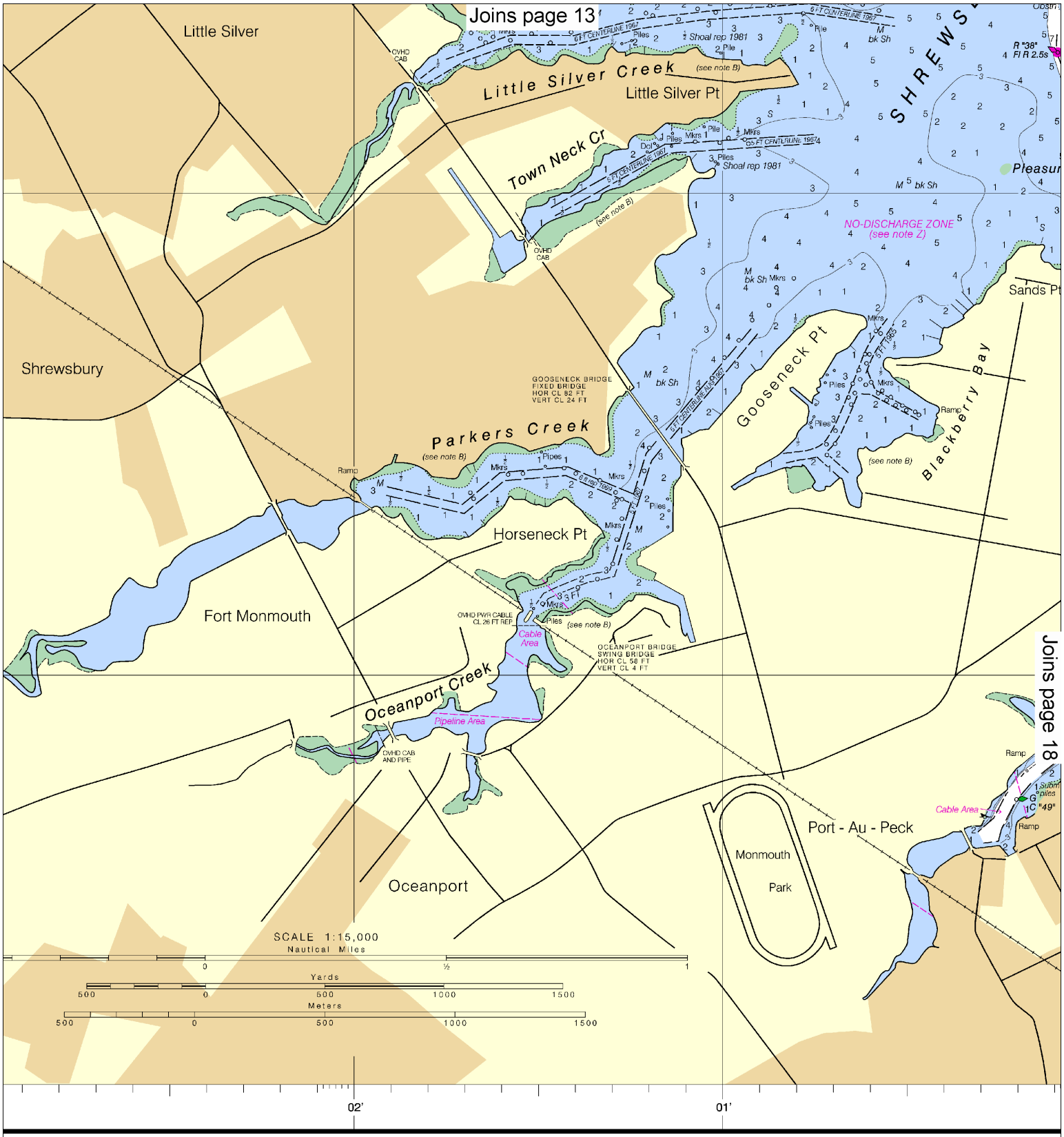
This nautical chart has been designed to promote safe navigatio
Ocean Service encourages users to submit corrections, additions, o
improving this chart to the Chief, Marine Chart Division (N/CS2), N
Service, NOAA, Silver Spring, Maryland 20910-3282.

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:15,000~~ See Note on page 5.

Nautical Miles
0 1

Yards
500 0 500 1000 1500



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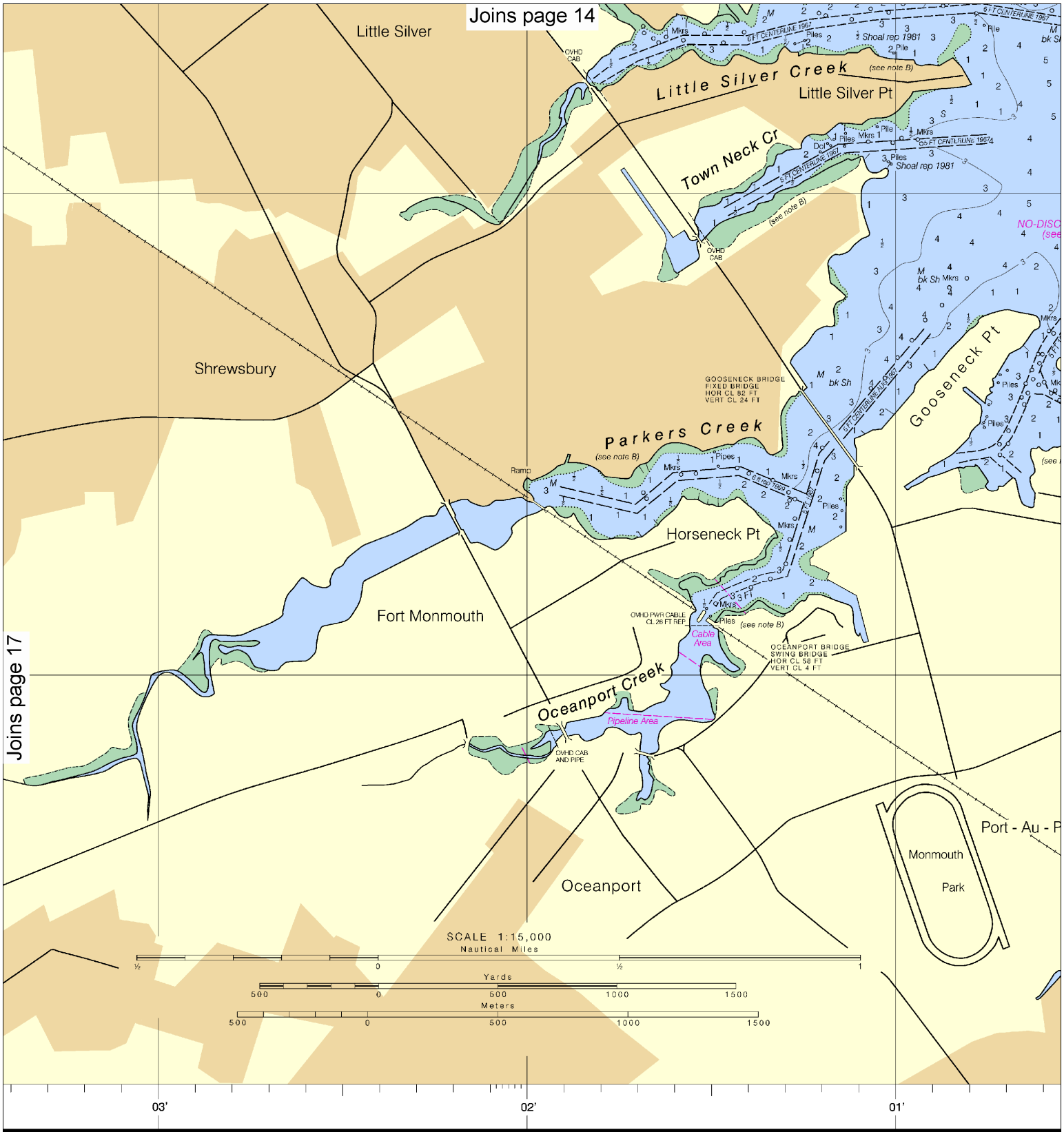
NATIONAL OCEAN SERVICE
COAST SURVEY

FATHOMS
FEET
METERS



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NATIONAL OCEAN SERVICE
COAST SURVEY

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:15,000~~

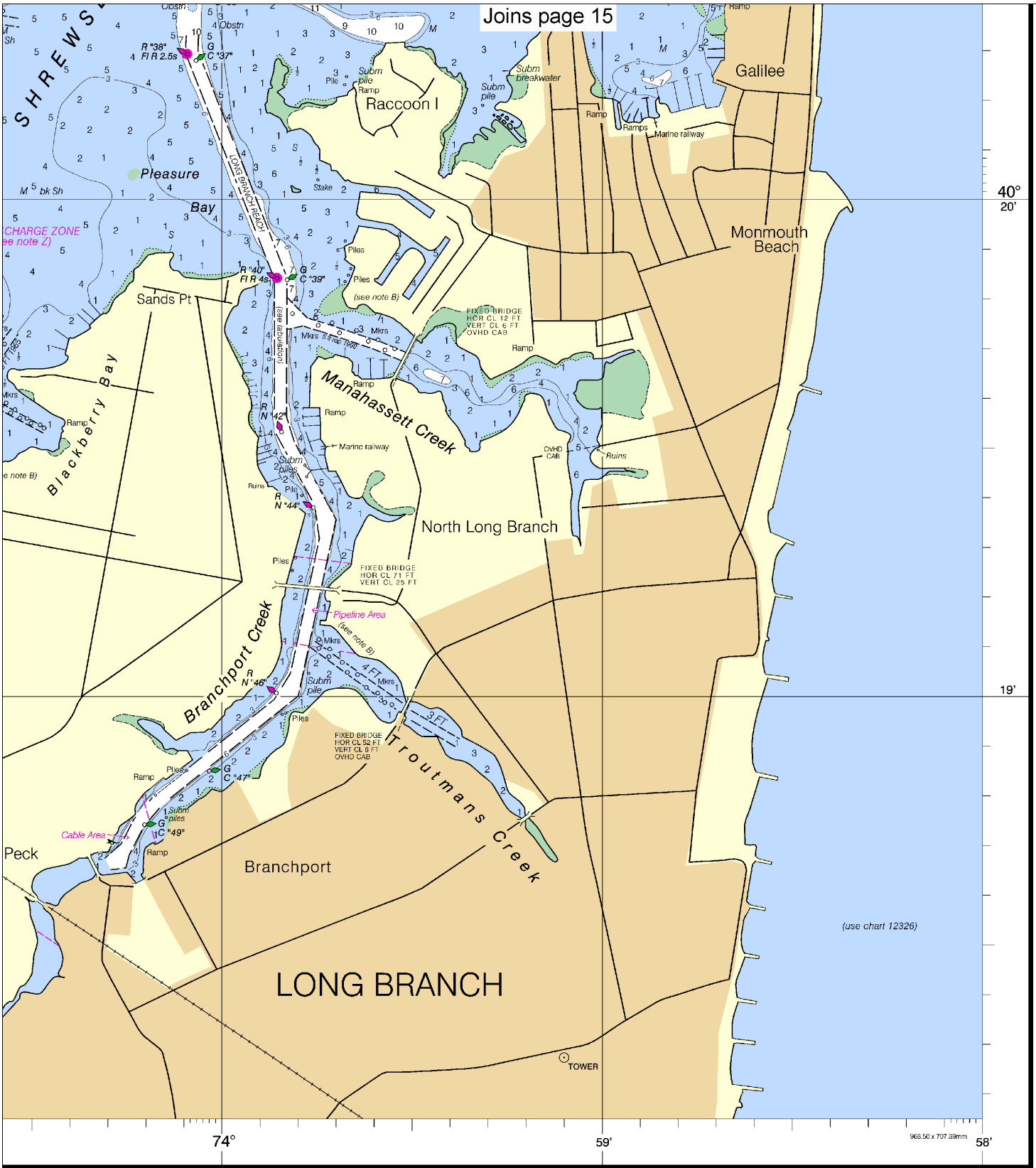
Nautical Miles

0 1

Yards

500 0 500 1000 1500

See Note on page 5.



FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31

Navesink and Shrewsbury Rivers

SOUNDINGS IN FEET - SCALE 1:15,000

SOUNDINGS IN FEET

12325

ED. NO. 4

NSN 7642014769070

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

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National Weather Service	—	**http://www.weather.gov/**
National Hurrican Center	—	**http://www.nhc.noaa.gov/**
Pacific Tsunami Warning Center	—	**http://ptwc.weather.gov/**
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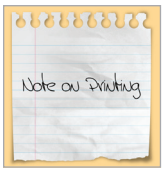

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